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SOURCE Documents as indicated.

ORGANIZATION OF THE MINISTRY OF AUTOMOBILE AND TRACTOR INDUSTRY

[Numbers in parentheses refer to appended sources.]

The present Ministry of Automobile and Tractor Industry may be traced back to the old Main Administration of Tractor and Automobile Industry under the People's Commissariat of Heavy Industry. A law of 20 August 1937 transferred the Main Administration of Tractor and Automobile Industry (1) to the People's Commissariat of Heavy Industry to the newly created People's Commissariat of Machine Building. (1) A law of 16 November 1937 expanded the Main Administration of Tractor and Automobile Industry into four new main administrations:

Main Administration of Automobile Industry (Glavavto-prom)
Main Administration of Tractor Industry (Glavtraktor-prom)
Main Administration for Production of Spare Parts for Automobiles and Tractors (Glavavtotraktorodetal')
Main Administration of Automobile Repair Plants and Service Stations (Glavavto-remont) (1a)

Following the ukase of the Presidium of the Supreme Soviet USSR of 5 February 1939, which divided the People's Commissariat of Machine Building into three machine-building commissariats, heavy, medium, and general. (2) the statute of the People's Commissariat of Medium Machine Building was confirmed by decree of 3 July 1939. The new people's commissariat was given control over the following main administrations:

Main Administration of Automobile Industry (Glavavto-prom)
Main Administration of Ancillary Production for Automobile and Tractor Industry (Glavsmezhprom)
Main Administration for Production of Spare Parts for Automobiles and Tractors (Glavavtotraktorodetal')
Main Administration of Automobile Repair Plants and Automobile Repair Stations (Glavavto-remont)
Main Administration for the Sale of Automobile and Tractor Output (Glavavtotraktorosbyt). (3) This had been reorganized from an all-union trust into a main administration in 1938. (4)

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Main Administration of Agricultural Machine Building (Glavsel'mash)
Main Administration of Special Machine Building (Glavspetmash)
Main Administration of the Ball Bearing Industry (Glavpodshipnik)
Main Administration of Transport Machine Building (Glavtransmash)
(all railroad car building plants)
Main Administration of Construction (Glavstroyprom)
Main Administration of Supply (Glavsnab)
Main Administration of Educational Institutions (GUUZ) (3)

The Main Administration of the Tractor Industry is not mentioned in the decree, possibly because of an oversight, for the ukase of 5 February 1939 indicates that jurisdiction over enterprises of the Main Administration of the Tractor Industry of the People's Commissariat of Machine Building will fall to the People's Commissariat of Medium Machine Building USSR.(2)

The decree of 2 July 1939 also empowered the main administrations of the People's Commissariat of Medium Machine Building to organize the following divisions:

Division of Inspection, under the chief of the main administration
Division of Technical Production
Division of Capital Construction
Division of Economic Planning
Division of Finance
Division of Workers and Wages
Division of Supply
Division of Sales
Division of Bookkeeping
Other divisions and sectors

The Scientific Research and Experimental Institute of the Automobile and Tractor Industry (NATI) was made directly subordinate to the People's Commissariat of Medium Machine Building, and was given the following functions: to design new automobiles, tractors, and other motor transport machines, improve existing models, introduce the latest production techniques to the industry, and coordinate scientific research work of plants under the people's commissariat.(3)

A decree of 27 August 1939 transferred automobile repair plants and automobile repair stations from the People's Commissariat of Medium Machine Building USSR to union republic People's Commissariats of Automobile Transport, and transferred the Main Administration of Automobile Repair Enterprises (i.e. the Main Administration of Automobile Repair Plants and Automobile Repair Stations) to the People's Commissariat of Automobile Transport RSFSR.(5)

The People's Commissariat of Medium Machine Building was reorganized into the People's Commissariat of Automobile Industry by ukase of the Presidium of the Supreme Soviet USSR of 17 February 1946.(6)

By the law of 15 March 1946, which reorganized the Council of People's Commissars USSR into the Council of Ministers USSR, the People's Commissariat of Automobile Industry became the Ministry of Automobile Industry.(7)

A ukase of the Presidium of the Supreme Soviet USSR of 23 August 1947 reorganized the Ministry of Automobile Industry into the Ministry of Automobile and Tractor Industry.(8)

In 1948, the Ministry of Automobile and Tractor Industry consisted of the following main administrations and organizations:

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Main Administration of Automobile Spare Parts and Units Plants (Glavavtoagregat)
Main Administration of Automobile Plants (Glavavtozavodov)
Main Administration of Sales (Glavavtotraktorosbyt)
Main Administration of Construction (Glavavtotraktorstroy)
Main Administration of Automobile Electrical Equipment Plants (Glavavtoelektro-
pribor)
Main Administration of Motorcycle and Bicycle Industry (Glavmotoveloprom) /Evi-
dently these activities had been part of the Main Administration of Plants of
the Motorcycle and Bicycle Industry, and of Computing Machines and Typewriters
(Glavmotovelopro . listed under the People's Commissariat of General Machine
Building USSR in June 1939 (9), and had come under the jurisdiction of the
automobile industry by 1948.⁷
Main Administration of the Bearing Industry (Glavpodshipnik)
Main Administration of Workers' Supply (Glavurs)
Main Administration of Supply (Glavsnab)
Main Administration of Tractor Spare Parts (Glavtraktorodetal')
Main Administration for the Production of Tractors (Glavtraktoroprom)
Administration of Educational Institutions
All-Union State Trust for the Sale of Bearings (Soyuzpodshipniksbyt)
State Union Trust for the Repair and Reconditioning of Bearings (Soyuzremontpod-
shipnik)
All-Union Scientific Research Automobile and Automobile Motor Institute, Order of
the Red Banner (NAMI)
Scientific Research Automobile Electrical Equipment, Carburetor, and Instruments
Institute (NIIAVTOPRIBOR)
Experimental Scientific Research Institute of the Ball Bearing Industry (ENIIPP)
State Union Scientific Research Tractor Institute (NATI)
All-Union State Institute of Automobile Technology (Orgavtoprom)
Main Automobile Inspection (GAI) (10)

Latest information on the organization of the Ministry of Automobile and
Tractor Industry, with personalities when known, is as follows:

Minister: G. S. Khlamov (11)
Deputy Ministers: V. Pobedonostsev (12)
Potapov (13)
Yu. S. Kogan (14)

Main Administrations

Main Administration of Automobile and Tractor Spare Parts (Glavavtotraktorode-
tal') (15) /Note that a Main Administration for Production of Spare Parts for
Automobiles and Tractors existed in 1939, but its functions were apparently
later divided between the Main Administration of Tractor Parts and the Main
Administration of Automobile Spare Parts and Units Plants. The present main
administration, similar in name to that of 1939, evidently co-exists with the
Main Administration of Tractor Spare Parts.⁷
Main Administration of Tractor Spare Parts (Glavtraktorodetal') (16)
Main Administration of Motorcycle and Bicycle Industry (Glavmotoveloprom) (17);
chief, Vovk (18) Has a Central Design Bureau (TsKB). (17)
Main Administration of Construction (Glavstroy) (19)
Main Administration of Automobile Electrical Equipment Plants (Glavavtoelektro-
pribor) (20)
Main Administration of Sales (Glavavtotraktorosbyt); deputy chief, Marisenko (18)
Main Administration of the Bearing Industry (Glavpodshipnik) (17)

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Institutes

All-Union Scientific Research Automobile and Automobile Motor Institute
(NAMI) (17)
Experimental Scientific Research Institute of the Bearing Industry (ENIIPP) (21)
State Union Scientific Research Tractor Institute (NATI) (22)
Scientific Research Automobile Electrical Equipment, Carburetor, and Instruments
Institute (NII Avtopriborov) (17)
All-Union State Institute of Automobile Technology (Orgavtoprom) (23)

Other Organizations

All-Union State Trust for the Sale of Bearings (Soyuzpodshipniksbyt) (24)
Scientific-Technical Council (24)
Central Design Bureau of the Automobile and Tractor Industry (TsKB) (22)
State Automobile Inspection; chief, E. Vartanyants (25)

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9. "On the Confirmation of the Statute on the People's Commissariat of General Machine Building USSR, 17 June 1939," Sobraniye postanovleniy i rasporyazheniy pravitel'stva SSSR, No 40, Item 300, 1939

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